

# The Automobile Speaks

It tells you what it is, what it requires and it asks to be treated fairly.

By Frederick C. Guerlich.

Number 37.

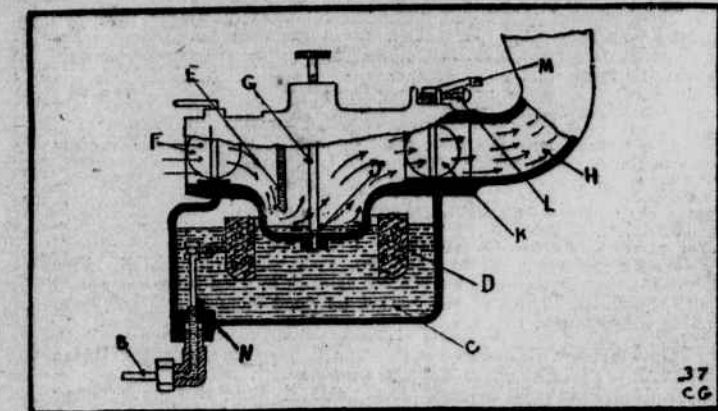
## THE FORD CARBURETOR.

There is one carburetor; namely, the one used on the Ford cars, which because it operates on a different principle from most other carburetors and because of the great number of these cars in use, demands a special explanation.

The Ford carburetor is of the type known as the Puddle or Surface carburetor. At the higher speeds, however, it is really a spray carburetor.

We learned that the gasoline will evaporate; that is, change from a liquid to a gas at a temperature of about 70 degrees, when under atmospheric pressure, but at a much lower temperature when the pressure is less than atmospheric, or a vacuum. Thus, if we had a puddle of gasoline in a vessel and were to create a vacuum over the puddle, the gasoline would vaporize.

If a current of air were to pass over this puddle at a fair rate of speed the tendency to vaporize would be increased, partly because of the agitation of the liquid and partly because of the friction at the surface of the liquid.



the air will carry with it some fine particles of the liquid, and also because this friction will make the top of the liquid warm.

It is on the above principles that the Ford carburetor is designed.

In the illustration "B" is the pipe from the supply tank, "C" the float chamber, with its cork float and its float valve, "D" is the puddle chamber. You will note that the level of the liquid in the float chamber is slightly higher than the level of the liquid in the puddle chamber, thus there will be a thin puddle of gasoline in the chamber.

Note that because of the curve in the corners of this chamber the surface or area of the top of the puddle will be greater when the depth or thickness of the puddle is increased, and vice versa.

Now as the engine is cranked, because of the suction stroke a vacuum will form in the manifold "H" and so in the puddle chamber, with the result that the gasoline will vaporize and at the same time a current of air will enter at "F" and so carry this gas to the cylinder, mixing with it on the way thereto.

How is the proportion of gasoline to air in the mixture controlled or regulated? As the gasoline vaporizes the puddle will disappear or become thinner, and gasoline must enter to take the place of that used. Now, if we were to control the entrance of this fresh gasoline so as to keep the puddle at a certain thickness, we would also keep the area of the top of the puddle, or the surface from which the gas can vaporize, to a certain amount, and we would thus control the per cent. of gas in the mixture.

The entrance of the fresh gasoline is controlled by the needle valve "G." Obviously, as this needle is screwed down the mixture will be leaner or weaker, and when screwed up richer.

As a matter of fact the amount of gasoline which will vaporize will be exactly the amount which will enter through the hole "J," or needle valve. Because of the greater vacuum at the higher speeds more gas will enter through this opening, just as it does through the spray nozzle of the carburetor explained previously.

The above is the action at the lower speeds, but at the higher speeds all of the puddle will be swept away, so that the needle valve "J" will really become a spray nozzle, its action being much the same as that of the nozzle of the spray type of carburetor.

"K" in the illustration is the butterfly or throttle valve, operated by the lever "M," which lever is in turn operated by the lever on the steering column. Notice the screw "L," called the stop screw. The purpose of this is to determine the idling speed of the engine; that is, its speed when it is running but the car is standing still, as when at the curb or in traffic. You will note that it determines the amount the throttle valve can be closed. As it is screwed back it allows the throttle to close more, and so the engine will run slower, while if it is screwed forward the throttle cannot close so much and the engine will run faster.

When the engine is warm this screw should be regulated so that the engine will run as slowly as possible without having a tendency to stall or stop. Practically every make of carburetor has such a screw, and if your engine runs too fast or tends to stall when idling you can correct the fault here.

## PLANS TO SELL 200 AUTOS IN THREE DAYS

George S. Morrow of the Morrow Motors Corporation, 1761 Broadway, announces a plan of selling two hundred automobiles in three days, commencing Monday. He is keeping the name of the car a secret until the sale opens. He did admit, however, that it is a car which has been extremely popular in the metropolitan district, that it has been selling at about \$1,000 delivered and that it will sell for hundreds and hundreds of dollars less than this figure at the sale. Mr. Morrow predicts that the New York public would be quick to appreciate this remarkable opportunity.

## WILLYS-OVERLAND CO. IS STRENGTHENED

The sales organization of the Willys-Overland at Toledo has been further strengthened during the week by the appointment of Joseph H. Alfred to a new position as assistant to A. C. Barber, the sales manager. Mr. Alfred is well and widely known in the automobile business. For the last two years he has been assistant to W. E. Tigges, the controller of the Willys-Overland. For three years previous he was the traveling auditor of the company, and that brought him an acquaintance with thousands of automobile dealers in all parts of the country.

## BRIDGE REPLACES OLD CHAIN FERRY

Important Link in Main Trunk Line From Jersey City to Buffalo.

Tuesday, November 23, was one of the biggest days in the history of Kingston and Ulster counties, when impressive ceremonies were held to mark the opening of the Rondout Creek Bridge.

The new bridge supercedes the famous old chain ferry, Riverside, which has crossed the waters of Rondout Creek for nearly a century, and which is known to thousands of automobile tourists. The ferry operates with a small power engine, runs on a chain which prevents its losing its way in the five minutes voyage from shore to shore, has no pilot or steering wheel and carries a crew of two men. In addition to the captain, whose chief function is the collection of fares, construction of the new bridge was begun in 1918, the cornerstone being laid by former Gov. Alfred E. Smith on September 18 that year.

Motorists will now be able to travel from Jersey City to Buffalo, passing along the west shore of the Hudson River, without being obliged to use a ferry anywhere along the route, and the last gap on the way across the Empire State has been bridged.

For over half a century it has been the dream of the older residents of Kingston and Ulster counties that they would finally see a bridge thrown across the Rondout Creek connecting Kingston and the town of Esopus, and Tuesday saw the realization of that dream.

Dinner was served at 12 o'clock at the armory. This was followed by speaking. County Judge Joseph M. Fowler was president of the Chamber of Commerce, presiding. He introduced Governor Miller, Commissioner Sisson, former Commissioner Greene, Hon. Alton B. Parker, former Commissioner Duffy, Senator Walton, Hon. Andrew J. Cook, Frederick Tench of Terry & Tench, bridge contractors, and others.

At 2:30 there was a parade, which wound up at the bridge, where Mayor Canfield introduced Governor Miller, who spoke on the advantages of this bridge not only to the residents of Kingston and Esopus but to the residents of the entire State in providing one of the main trunk line transportation systems through the center of the State. He said that the bridge was a link in the chain of highways which would bring the State to the front of the automobile age. He said that the bridge was a link in the chain of highways which would bring the State to the front of the automobile age. He said that the bridge was a link in the chain of highways which would bring the State to the front of the automobile age.

## HINTS FOR DRIVING IN COLD WEATHER

"Winter care of the motor car is a pertinent subject of the season," says Will C. Porter, the metropolitan distributor of National, Durant and Scripps-Booth cars. "With the approach of the time when winter weight underwear makes its appeal to motorists, the call for heavier clothing. Many devices for keeping the heat in and the cold out are available to the automobilist. Radiator and bonnet covers and shutter devices for the cooling system are to be had in various states of elaborateness. They can be had in cloth, leather and metal, according to the demand of the temperature and the pocketbook of the car owner."

"Another winter precaution is taken with the cooling mixtures. Water alone will freeze, therefore it is necessary to add alcohol and glycerine to the radiator's contents. If calcium chloride is used it may be dangerous to the metal in the radiator, as this salt will set up a chemical action. Draining the radiator and putting in a supply of alcohol, glycerine and water will stop freezing."

## DEALERS' EQUIPMENT SHOW AT IMPERIAL

The first Dealers' Auto Equipment Show to be held in New York City will be staged at the Hotel Imperial Jan. 9 to 20 inclusive. This show will be conducted as an adjunct to the annual New York automobile show and it is the plan of the promoters to furnish equipment manufacturers with a place for the complete accessory exhibit of the exhibitor, where business can be quietly transacted with the dealer. Four floors of the Imperial Hotel have been contracted for and from all indications this space will be entirely occupied, as many manufacturers already have signed for their exhibits.

## RECENT RECORDS DUE TO SPARK PLUG

High Development of This Accessory Made Possible Many Sterling Performances.

When Albert Acosta flew his Curtiss navy racer to victory and made a new world's air record in the Pulitzer Cup race at Omaha recently, he scored the third great victory of 1921 for American engineering skill. Jimmy Murphy's triumph in the French Grand Prix at Le Mans at the wheel of a Deusseberg racing car opened the year's winnings for the Yanks in mechanical competition. Then Gar Wood's Miss America boat eclipsed all previous performances and Acosta's aerial coup bettered the former record, established in France but a month previously.

Acosta covered the 153.5 mile course at a speed of 176.4 miles an hour. Faster time in the air has been made, but not on a closed course in actual competition. He exceeded the old record, set in Europe, by more than three miles an hour.

"The average automobile owner—the layman—has come to regard these victories as of small importance to him," says Albert Champion, former French racing driver and maker of AC spark plugs used by the leading speed stars. "But it requires no great knowledge of automotive engineering to understand that every one of these big contests is a most severe trial for the equipment that every automobile owner uses."

"Acosta flew at a speed of 176.4 miles per hour. Think of it! His plugs were firing a spark that to the eye was a steady, blue-white electric flame. His K-12 engine turns up 2,350 revolutions per minute, or more than 37 revolutions per second. The punishment inflicted upon those plugs was terrific, yet so rugged and efficient have we been able to build them that they met the test with complete success."

"The ordinary car owner may say that he doesn't need plugs to withstand such gruelling, but thoughtful motorists will realize that the plugs that come through under strain, speedway or racecourse conditions are the most dependable, trouble-free plugs obtainable."

"The AC plugs Murphy used in his victory in the Grand Prix were as sound and efficient after the race as they were when installed. A laboratory inspection of the plugs used by Tommy Milton when he set the world's automobile record at 156 miles an hour failed to reveal a single sign of their punishment. The winner of the Italian Grand Prix used AC plugs in a foreign-built car—certainly that is proof that American experts have proved superior in this field."

"Take engines as another proof that the United States leads. It wasn't many years ago that an engine which developed one horse power for every 100 pounds of its own weight was considered a remarkably light, efficient power plant. The Curtiss K-1 in Acosta's 'ship' gives one brake horse power for every 165 pounds. This engine, rated at 400 h. p., weighs but 675 pounds and has a brake h. p. of 410."

"It has a bore of 4 1/4 inches, a stroke of 6. But the average car owner, who is thinking in terms of 'miles per gallon' probably will be shocked to learn that the Navy Racer consumes 34.8 gallons per hour with a full throttle. Oil consumption is .42 gallon per hour."

## REO ADDS THREE MODELS TO SPEED WAGON LINE

Three new speed wagon bodies especially designed for winter use are announced by the Reo Motor Car Company, Lansing, Mich. Panel sides, screen sides and open sides constitute the latest models, which are without doubt a big advance in body construction. "Any one of these bodies," says George Stowe, general manager of the Reo Motor Car Company of New York, "is particularly adaptable to big city traffic, and it was with this idea in mind that the Reo designers put them out. There has been a big demand for these delivery wagons for the holiday trade, and it is believed the new models have filled a long felt want."

"The new bodies represent an effort on the part of the Reo Motor Car Company to produce a type of car that will exactly fit the requirements of winter service, such as is given by department stores, laundry companies, bakers, florists and a dozen other branches of trade favoring the closed cab and whose business demands panel sides for their truck. The announcement of the additional speed wagon models is regarded as an important move on the part of the company to meet the demands of industry."

## The Automobile Owners' Obligation

Be Fair to the Manufacturer and Dealer by Being Fair to Your Car

Suppose you were trying to break a board with a hammer. You could strike it hundreds of light blows without breaking it, but one hard blow would break it. Consider the tire for a moment. As the car runs along it is constantly subjected to light blows, but should the wheel hit a large stone while the car is driven at a high speed the tire will be subjected to an extremely severe blow, and very often this blow is enough to break or tear the fabric on the inside of the tire even though the outside still looks perfect. This tear will now be a weak spot which will gradually become weaker until at last the fabric is not strong enough to hold the pressure and the tire blows out.

Where this happens the driver seldom remembers that he hit a stone, and will invariably claim that the tire was defective. As the largest board will break under a heavy blow, so likewise will the strongest tire.

Drivers cannot be too careful about traveling slowly and cautiously over a rough road, especially where large rocks stick out or out of the roadbed. The blow from the rocks not only will ruin the tire but also may be the cause of a broken spring or broken steering mechanism.

The men whose duties it is to adjust the claims of tire owners can at a glance tell when a blowout was due to a weakened fabric because of the hitting of a large stone.

The writer has often seen a driver back up to the curb at railroad stations and instead of judging when the car was far enough back to determine this by testing the curb stop the car. Where the tires hit the square corner of the curb they would dent almost to the rim, and their elasticity would then push the car forward again. Some time when you are waiting for a train or if you are at a square where the cars are parked by backing in, notice how often this is done. You will wonder why the tire does not immediately blow out.

Talking about tires reminds the writer of the harm which is done by running in car tracks. Even at this late date and after all that has been written about the harm from this the writer recently noted, while driving on a portion of Broadway near the city limits of New York City, that the asphalt edging the car tracks has been worn away to at least a half inch depth, showing how much cars are driven in the tracks.

Improper adjustment of the brakes is the cause of much tire trouble and of dangerous skidding. When brakes are adjusted BOTH rear wheels should be jacked up and the holding power tested by hand. The adjustment should be such that each wheel will give an equal resistance. If this is not done, when the brakes are applied only one wheel will lock, but not having enough grip on the ground to stop the car it will slide along and in doing so leave some of the rubber behind. If the pavement be wet the car will skid.

Have you ever noticed a brown streak or line on an asphalt pavement? That streak is the rubber which was burned off the tire of some one who either suddenly applied his brakes or whose brakes were not properly adjusted.

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## ELABORATE PLANS FOR NATIONAL SHOW

Ninety-four Different Makes of Automobiles to Be Shown Here.

Preparations for the national automobile show in New York and Chicago, which are rapidly nearing completion, assure those who have followed them that the displays will be the biggest and most comprehensive the country has ever known. The New York event, the first half of the show, will be held in Grand Central Palace, January 7 to 14, and the Chicago event, the second half, in the Coliseum and Armory, Jan. 25 to Feb. 4.

There will be ninety-four car manufacturers exhibiting on the four floors of the Palace in January, as against eighty-eight last year. This record number of exhibitors means that there will be nearly 400 different models shown to the New York motoring world; in fact, to those interested from all parts of the country, for New York City will surely be the Mecca of the motoring enthusiasts of the entire United States during the eight days of the show.

Eight new makes of cars, including two foreign ones, will be shown at New

York. These are the Bouronville, Handley-Knight, Rickenbacker, Will-Sainte Claire, Kelsey, Italia and Vauxhall. The last two named are the foreign makes that will be on display.

This year's New York exhibition will also show to the public the biggest display of accessories that has ever been located under one roof in spite of the fact that it was impossible to find space for many who applied for booths. In New York the accessory booths number 225, and they will show a most varied line of devices and appliances that go to help the motorist. Every year something new can be depended upon from this phase of the exhibit.

Ambassador, Anderson, Apperson, Auburn, Buick, Cadillac, Case, Chalmers, Chandler, Chevrolet, Cleveland, Columbia, Commonwealth, Crow-Elkhart, Cole, Davis, Detroit, Electric, Dixie Flyer, Dodge Brothers, Dorris, Dort, Du Pont, Durant, Earl, Elcar, Elgin, Essex, Franklin, Gardner, Grant, Handley-Knight, Hanson, Hatfield, Haynes, H. C. S. Holmes, Hudson, Hypmobile, Italia, Jackson, Jordan, Kelsey, King, Kline, Kar, Kline Kar, Lafayette, Leach-Biltwell, Lexington, Liberty, Lincoln, Locomobile, McFarlan, Malbohm, Marmon, Maxwell, Mercer, Milburn, Mitchell, Monro, Moon, Nash, National, Nomad, Oakland, Oldsmobile, Overland, Packard, Paige, Paterson, Peerless, Pierce-Arrow, Pilot, Premier, Rauch-Lang, R. & V. Knight, Reo, Rickenbacker, Roadster, Saxon, Sayers, Standard, Stanley, Stearns-Knight, Stephens-Moline, Plow Company, Stevens-Duryea, Studebaker, Stutz, Templar, Vauxhall, Vello, Westcott, Will-Sainte Claire, Whyte-Knight.

## REO

For His—or Her—or Their Christmas—A Closed Reo

Reo Coupes and Sedans always have been popular as Christmas gifts where the donor's wish was to give something of exceptional quality and desirability.

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Brooklyn: 1380 BEDFORD AVE. Newark: 520 BROAD ST. New Rochelle: 462 MAIN ST.

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